YACHTING.

The Pifteenth Annual and Fifth Union Regatta of the Brooklyn Yacht Club.

THIRTY YACHTS IN THE REGATTA

The Schooner Madeleine Wins the Club and the Eva the Union Prize.

MAGNIFICENT SAILING OF THE META.

The Meta and Meteor Win All Prizes in Their Classes and the Qui Vive and Sophia Those in the Second Class.

the Brooklyn Yacht Club was sailed yesterday, over their regular regatta course, and proved one of the most interesting aquatic events that has taken place this season. The Brooklyn Club, although not mustering a numerous fleet of large schooners. has always held the best sloop regattas in New York waters, and yesterday they were very fortunate in the number and beauty of the vachts of that class that competed in the regatta. The steamers William Fletcher and Magenta, the former carrying the judges and members of the press and the latter laden with the guests of the club, left Martin's dock, Brooklyn, at eleven o'clock yesterday morning and med down to the starting point of Bay Ridge.

The weather was charming, and, in fact, everything appeared favorable to a successful issue of the event of the day. There was a pleasant northerly breeze, of sufficient strength to raise a gentle ripple on the surface and give the yachtsmen visions of club topsails, staysails and balloon gibs to aid in a fast run to the Southwest Spit.

The Regatta Committee-Messrs. W. H. Pegg, H. H. Mott, G. L. Haight, B. E. Mallory, John Oakey, J. M. Sawyer, D. S. Hines, James S. Dean, Samuel Hall and H. Baragwanath—had evidently been early to work, as when the Magenta and William Fietcher arrived off Bay Ridge they were anchored as follows:-Schooners abreast of each other, 200 feet apart, off Bay Ridge, east to west, jibs down; ward of the schooners, in like order; sloops, second class, 500 yards to the northward of the first class loops, in like order; sloops, third class, 500 yards to the northward of the second class sloops, in like

The fleet looked very picturesque as they lay quietly riding at anchor and their decks alive with the mariners, who waited impatiently for the starting signal, and whose hopes were each centred in victory. The new sloop yacht lately built by McGehan, of Pamrapo, N. J., attracted much attention as she lay alongside the Gracie, and it looked as if by instinct she had selected a position adjoin-

THE COURSE for schooners and first class sloops was from an-chorage to stakeboat at Southwest Spit, passing it from westward to southward, thence to Lightship, rounding it from the northward to eastward, and return to home stakeboat, of Bay Ridge dock. For second class sloops, from anchorage to stake-boat at Southwest Spit, passing it from the westward to southward, thence around stakeboat at outer bar buoy, in Gedney's Channel, rounding me from southward to eastward, thence to home stakeboat. For third class sloops (open boats), from anchorage to stakeboat at Southwest Spit,

to eastward of West Bank buoys Nos. 11, 13 and 15, and, on returning to westward of Dumb Beacon. All yachts on returning to pass to eastward of home stakeboat. home stakeboat.

The club, as usual, invited a free entry of all yachts belonging to any duly organized yacht club in the United States, and to all such yachts that may enter the club offered for competition suitable

second and third class sloops upon length only. Each yacht had to carry the signal of the club to which she belonged at the peak of mainsail, and also place her number upon each side of the centre of the mainsail.

The ibitowing	yacuts compete		
Name.	Ocner. Om. J. Voorhis, Jr	Club.	Are
Madeleine Co	m. J. Voorbis, Jr.	Brooklyn	22
Ryo J	Burd Grubb	New York	1.56
Innthe J	B. Heneshoff	Brooklyn	7
***************************************	FIRST CLASS SLOO	PS	1000
Wete G	A. Beling.	Brooklen .	1.50
Gracia I	S. Colgate	Brooklyn	1 (1
Vary	T. Barnard	Brooklen	- 6
Addle W	H Langley	Brooklyn	Oi
Cantain	H. Langley Eilsworth rasher & Fowler	Barronne	01
Testine P	enshor & Foreles	Prochles	7
Ondine	rasher & rowler	.Brooklyn	
martifale D	Youman	William L	nigth
Twinght	. Tournam	williamsourg	37.
UndineDr	. Vondy	ersey City	3/
Sopma	Felt	Brooklyn	. 35 . 42 . 35
Qui vive	Clapham	Brooklyn	. 42
Flying Cloud W.	. P. Small	Brooklyn	. 35
Emily	P. Rogers	Brooklyn	. 32.
Vivid	A. Clarke	Harlem	. 31.
A THE OWNER OF THE PARTY OF THE	THIRD CLASS SLOC	OPS.	-
AquataeJ.	M. Bagnall	.Brooklyn	. 26
FavoritaA.	P. Bliven	Brooklyn	28
Bella	Duryes	Bayonne	. 27.
Jeannette H.	B. Penrson	Brooklyn	. 27
MeteorA.	C. Bush	Brooklyn	28
W. T. Lee C. 1	Felt	.Brooklyn	27.

Madde W. E. Morris Brooklyn 25.0
Oriental F. Hughes Oceanne 28.0
B. E. Mallory J. S. Dean Brooklyn 25.3
Some little time clapsed while Mr. J. M. Sawyer, who appeared to be one of the moving spirits in the arrangements, steamed through the feet and gave the saling masters their parting instructions. A slight gloom was also thrown over the bright aspect of affairs, occasioned by the absence of Commodore Jacob Voorhis, Jr., who was unfortunately confined to his home with a severe illness. The schooner yachts Alice and Fleur de Lis also expected to participate in the regatta, but were detained at City Island undergoing repairs, which unfortunately were not completed in time for them to be present. The judges, Colonel M. M. Van Dyke, Capt. Samuel Samuels, Mr. Jonn M. Weeks, Mr. John M. Sawyer, Mr. B. E. Mallory and Mr. John F. Ames, were on board the William Fletcher, and as soon as all the yachts were ready the first gun was fired at 1th. 58m., and the crews on board the different yachts began to prepare for the start. There was a pleasant northerly breeze about this time, quite sufficient to insure a pleasant start. The second gun was fired at 12h. 3m., and the schooners and first class sloops immediately commenced getting up their anchors. The Madeleine, with a big club topsail set, ran up her three jibs, and keeping her boom the port side, started about fifteen seconds behind the Ianthe, which being the smallest schooner was the first to fill away. The Eva came next, followed by the sloops Undine, with her boom on the starboard side; Addie, Meta, Captain has spreaders rigged on their jib topsails. The third gun gave the signal for the second class sloops to start, 12h mm. 52s., the third gun sent the small bonts off. They made a very pretty start and were all well handled, but the Bella managed, as usual, to get a little the best of the seen-off, hunted pretty close by the W. T. Lee, Oriental and Jeannette. The fast l

tance ahead of the Addie, Captain, Mary and Undine. Running up toward

QUARANTINE HOSPITAL.

the Meta and Gracie were both with their booms on the port side, when the latter hauled up a couple of points and tried to get to windward of the Meta, but the latter was handled too eleverly to be caught in such a trap, and, answering the call, came up on the same line and held her vantage. The Addie was about three cable lengths to leeward of the Gracie and was leading Joe Elsworth in the Captain. At 12h, 52m, the Meta was leading the fleet, with the Gracie about fifty yards astern. The Meta passed buoy 11, on the

WEST BANK.

at 13h, 57m., followed by the Gracie at 12h, 58m. 15s. The Gracie now took in the spreader of her jib topsail. The main excitement in the regatta was centred upon the race between the first class sloops, and it was so general that two of the colored gentlemen up board the Fletcher

could restrain their gambling propensities no longer, and each staked twenty-five cents, selecting the Meta and Gracie as their respective champions. The Addie passed buoy II at 1:1:30, with her boom on the port side and her jib rigged with a spreader on the starboard side. The Eva was following after the Madeleine, and at 1:3:30 hauled up a couple of points and tried to crowd the Madeleine, but the latter, after a slight struggle, slipped ahead and retained her lead. At 1:11 the Gracie rigged a spreader on her bailoon jib topsail and she followed after the Meta, tossing the spray from her bows in a saucy style, as if indignant at being pressed so hard by an antagonist new to these waters. The Meta jibed her boom over at 1:25, a manœuvre which was followed by the Gracie, which hung to her like a leech. The sloops Addie and Captain also sent their booms over, and the Madeleine jibed at 1:26:30. Coming up to the

SOUTHWEST SPIT

The Meta appeared to have a good lead, and although the breeze had been dying away it did not appear to affect her sailing qualifies, as she kept steadily gaining on the Gracie. The Meta rounded the stakeboat, on the Southwest Spit, and, hauling up on the wind, took in her balloonjib topsail. She was followed a couple of minutes later by the Gracie, which went round with all her kites fying. The Addie was next boat, with the Undine a short distance behind, the latter leading the Mary by half as minute. The Undine and Mary came up to the stakeboat so close together that a foul was feared, and the Mary had to jibe in order to avoid such a dilemma, and thereby lost two or three minutes before she got on her course. The Captain came next, crowded pretty closely by

THE MAPELEINE,

which was sailing well for a big boat in such a light breeze. The lanthe rounded about two minutes in advance of the Eva, and stuck to her balloon topsail, which she succeeded in getting pretty flat. The Qui Vive and Sophia rounded nearly together, followed a few minutes later by the Jeannette, which yacht was about

	SC	HOC	NERS.		
П.	M.	8.		M.	8. 14
Madeleine 1	38	11	Eva 1	41	14
Ianthe 1	39	47	Superior contract of		
FIR	ST	CLA	SS SLOOPS.		
Meta 1	30	42	Undine 1	36	05
Gracie 1	32	13	Mary	36	05 34
Addie 1	32	13	Captain 1	38	04
SECO			ASS SLOOPS.	1000	10000
Qui Vive 1	43	20	Vivid 1		17
Sophia 1	43			56	17 38 06
Undine 1	52	(12	Twilight 1	00	200
Fiving Cloud 1	52	34	Twingnt 1	074	ue
	200				
THI			ASS SLOOPS.		
Jeannette 1	51	30	W. T. Lee 1	53	16
Meteor 1	52	10	Favorita 2	00	0.2
Bella 1	52	34	B. E. Mallory 2	02	16 02 37
Maud 1	52	34	Aquatea 2	02	56
Oriental 1	53	05	STATE STATE OF THE	177	200
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Mand 1 52 52 Aquatea. 2 62 56
Oriental. 1 37 65
The breeze had now nearly entirely deserted the winged racers, and they did not appear to be making much headway. The William Fletcher started for the buoy in Gedney's Channel, as the judges intended, if possible, to take the time of the second class sloops before going on to the Lightship. After waiting a short time at that locality, and perceiving that if they waited much longer the Meta would arrive at the Lightship before them, they steamed to look after her. The Meta did not appear to require wind to make her move, as she was getting through the water pretty fast and giving the Gracie a bad beating. As the Meta came up to the Lightship she caught a light breeze from the eastward, which necessitated her hauling her sheets pretty flat. The Gracie came next, followed pretty closely by the Madeleine. The former caught the easterly breeze at 3h. 31m., and took the spreader out of her jib topsail. The Meta tacked at 3h. 40m. 30s., and, after making a short stretch, went about and shortly afterwards rounded the Lightship and started with full sheets for home, via the Swash Channel. The Gracie came round next, followed by the Madeleine. The Addie rounded about twenty minutes later, leading the Undine and Captain. After a lapse of about seven minutes the Mary went round about a minute in advance of the Eva, which was some distance ahead of the Ianthe. The yachts rounded the Lightship as follows:

B. H. M. S. H. M. S.

The State of the S	SCHO	ONERS.		
Madeleine	П. М. В			H. M. S.
Madeleine	. 3 51 1	Eva	** *******	4 25 40
Innine not taker	La Company			
TOTAL DESIGNATION OF STREET		A88 SLOO		
	H. M. 1	*******		H. M. S.
Gracio	9 10 9	Containe	**********	4 ID 37
Meta	4 14 1	Mary		1 96 90
The rose hom		*******		- 20 30
The race hom	e was a	very ta	me amair	, as al-
though in all oth	ier respe	cts the t	veatner w	us beau-
tiful there was	a sad a	osence o	I wind.	The Qui
Vive, however,	had ma	naged to	secure s	umcient
air to enable he	r to get	a clear le	ead of the	Sophia.
The Meta was	attractiv	g genera	al attenti	on, as it
was extraordina	try how	she got s	o fast thre	ough the
water with so li	ttle mot	ive powe	r. If a	stranger
had perceived a	ny smok	e from h	er galley	pipe he
would certainly	have i	magined	she had	a small
screw propelling	g her s	ently th	rough the	e water.
The Meta pass	ed the b	nov in Ge	dnev's Ch	annel at
4h. 45m., a good	two mil	es ahead	of anythi	ng in her
class. The Qui	Vive led	the Sop	hia by al	out five
minutes, and th	e Undin	e. of Jerse	ev City, car	me next.
As the vachts ou	ame un	to the N	arrows th	nov wore
met by a lively	breeze f	rom the	nerthward	of just
sumcient strer	igth to	STRITE	the while	te cans.
This occasioned	a beat	nome and	d brought	the sail-
ing qualities of t	he vacht	s into full	play. The	Qui Vive
appeared to like	the te	st on the	wind pre	ttv well.
and arrived hon	ie about	six min	utes in ad	vance of
the Sophia, who	was fo	llowed se	ome eight	minutes
later by the U	ndine.	The smal	I boats he	ad all ar-
	COLUMN TO THE REAL PROPERTY.	A STANCE	atto m	*** **** ***

home first in her class and received a most enthusiastic reception as she passed the stakeboat. She would have beaten the Gracie, the second yacht, considerably worse if the wind had held from the enstward; but as she was first to catch the air from the northward and had to beat through the Narrows, the Gracie held the easterly breeze until she came up within half a mile of the Meta. The Flying Cloud came home next, followed by the Emily, Vivid, Addie, Undine, Captain, Madeleine and Eva, in the order named. The lanthe brought up the rear. The following is the official time of arrival: home first in her class and received a most enthus

		tel.	Act	wal	Time.		Tim.	
	H. M	. S.	11	M	N.	H.	M.	8.
Madeleine	7 55	05	7	52	05	8	02	55
Evn	8 05	40	8	02	40	8	01	41
anthe	. Not	taker	1.	1153	457	100	-	150
FIRST	CLA	88 SI	OOP	9.				
Meta FIRST	7 19	7.6		09	56	7	02	18
racie	7 24	15	7	21	15	7	03	52
Addle	8 05			02	40		**	36
aptain	8 07		8	04	20			-
Indine	8 11	50	0	08	50	-	-	30
didne	0 11	45,000	. 0	(00	90	-	-	-
darysecon	NOL	time		-				
SECON	D CL				-	1319	12	
qui Vive	6 52		6	43	37	6	43	17
ophia	6 58	55	6	49	50	6	39	38
ndine	7 06	40	6 7 7	57	35	-	-	
lying Cloud	7 37	45	7	28	40	-	-	-
Indine 'lying Cloud Smily	7 39	20	7	30	15	-	-	-
ivid	7 40	. 00	7	30	55	-	-	-
wilght	Not	taker	1.					
THIRL	CLA	88 88	LOOF	S.				
Meteor	4 52	00	4	40	08	4	40	08
V. J. Lee		42	4	42	50	4	41	20
Inud	4 57	05	4	45	13	-	-	_
Selin	4 59		4	47	31	-	-	300
eannette	5 23	05	5	ii	13		20	10
avorita	5 25	10	5	13	28			
B. E. Mallory		05	5	25	13	15	-00	11.5

The prizes for the Union Regatta were as follows:—On time allowance—First, a prize for all schooner yachts; second, a prize for all sloop yachts over forty-five feet long on water line; third, a prize for all sloop yachts over thirty and under forty-five feet long on water line; fourth, a prize for all sloop yachts over thirty and under for all yachts (open boats) twenty-six feet and over on water line. It is understood that the yachts of the Brooklyn Yacht Club had the privilege of contesting for the above prizes, in addition to the regular prizes of the club were as follows:—Two prizes for each class of yachts: one to be salled for on time allowance, and one (the flag officer's prize) to be awarded to the first yacht in, regardless of time allowance.

		Flag Officer'		
Name.	Club Price.	Prize.	Union Prize.	Total
Madeleine .	1	1		
Eva		-	1	
Meta		1	1	
Qui Vive	*****	1	-	3
Sophia	control of the control	-	1	
Meteor	man de	-	The same of the same of	- 4
The Willi	am Fletcher	, Captain	Emmons, w	28, R

their arduous duties with care and precision. Messrs. Van Dyke and Ames were especially atten-tive to the guests of the club, while Captain Sam-nels and Mr. Mailory followed the movements of the

YACHTING AND CAVORTING.

[From the New York World, June 22, 1872.] are steadily increasing in number and improving in speed and stanchness the regattas, which are main public tests of their quality, should be rather declining in interest. At least it is so with the New York Yacht Club, which until a very few years ago was the only organization in which a large yacht had'a chance really to try her powers The regatta on Thursday may have been a very pretty sight to see, but all reports seem to agree that as a test of speed and seaworthiness it amounted to nothing. Not one of the large keel yachts of deep draught, not even a centreboard yacht, with one exception, built to go to sea in, was entered in it. And it was by no means the fastest of these that took the prizes, at least in the prize for schooners. There were only fifteen entries altogether, against a much larger number last year. That the interest in the regatta has fallen off, while the interest in yachting has increased, must be ascribed to some misfortune or some mismanage-ment on the part of the New York Yacht Club itself.

requires careful pilotage for a large yacht to go over it safely, and while there is so much deep water at our accors it seems a pily to choose a course wherein a yachtman has to divert to avoiding reefs any portion of the skill and attention all of which he needs for the management of his boat without reference to them. On Thursday one yacht got aground and lost position in the race on this account. Moreover, with such a wind as prevails at this season two-thirds of the course are under the lee of the land. The reports say that the only exciting struggle of the regatta of Thursday which gave the contesting boats a chance to show what was in them took place from Sandy Hook to the lightship and back. This is the only part of the course which is really open to the wind. And one wonders why, when the race over this part of the course was found so interesting, the whole course might not be so laid out as to give the advantages which this tract of it possesses. We have been in the habit of receiving with great disfavor any suggestions from Mr. Ashbury. Mr. Ashbury and saiready brought objections to the club course. But we ought not to assume that those objections are absurd even if Mr. Ashbury did bring them. Because Mr. Ashbury pointed out the undeniable fact that when American seagoing yachts made a match they abandoned the club course and went outside or to Newport to sail it. To have the chief event of the yachting year decided over such a course is a bad thing, inasmuch as it tends to discountenance what everybody degres to encourage—the building of sea-going yachts. Yachts are built for speed, and as every yacht is said to sail fast when alone the only test of speed is a match, or, still better, a regatta. From the regatta of the New York Yacht Club all such yachts are virtually debarred. There are very few instances in deed of the prize in the annual regatta having fallen to a vacht in which the owner or any other prudent person would like to trust himself out at sea in foul weather. For it is not only the co

exhibit their best points. And on the 20th of June the chances decidedly are that there will be no breeze.

Of course, it may be said, in answer to all this, that the regatta is intended not so much to be a test of speed and seaworthiness and seamanship as to be a pretty and picturesque exhibition, and to afford the participants in it and the spectators of it a pleasant holiday. In this point of view the present regatta is highly successful, and its success would doubtless be marred if an invariable or a probable incident of it were a half dozen steamers full of seasick landsmen and ladies. But unluckily it is not in this point of view that the participants in it regard it. For they give prizes, presumably for speed and seamanship and seaworthiness, and bestow them upon the vessels which first complete the land-locked circuit, under the influence of capricious and casual catspaws of wind; and the owners of the vessels cherish these things and even exhibit them with a certain pride as if they were nautical trophies. In fact, they are nothing of the sort. If the yacht club chooses to make an annual procession of the Bucentaur, and to wed a sea warranted not to affect the most delicate seasibilities, we shall never say them nay. Only do not let them call this pageant (which may be a very pretty pageant) a "regatta," and pretend to believe that success in it counts for anything as a testimony to the goodness of the boat which succeeds in it: for the effect of such a pretension is to sink yachting, which is eminently entitled to be called a "manly" sport by the skill and the courare which the proper practice of it requires, to the level of such heroic achievements as playing poker and leading the German.

SAILING OR DRIFTING.

[From the New York Times, June 22.] The annual regatta of the New York Yacht Club was drifted rather than sailed. There were but boats. Outside of the Hook there was a moderate breeze, but on the homestretch the boats drifted with the tide, the breeze being hardly perceptible. Is it not time that the club should make a change in the day of their annual regatta? For several years the 20th of June has been the day selected, and as a rule that day has brought a dead calm—at least inside the bay. Had it been proposed to select a day for the regatta which should offer the greatest probability of a total want of wind, a careful student of meteorological statistics would doubtless have selected the last week in June. The yachtsmen have already learned to expect a calm on that day. On Thursday last not a keel boat was entered, simply because the owners of keel yachts knew that if there should happen to be any breeze at all it would, in all probability, be so light as to render these vessels useless in a contest with centreboard craft. The experience of Thursday will confirm them in this belief, and hereafter we may expect to see the regatta of the 20th of June confined exclusively to the smaller vessels of the feet. Even then light boats can give no proof of their comparative sailing abilities without more wind than we have any reason to look for on the day of the regatta. The finish of the race of Thursday was an absurdity, considered as a test of relative speed. The vessels drifted slowly homeward in a confined crowd, and the winning yacht, the Ianthe—to whose commander credit is certainly due for the way in which she was handled—is a vessel universally conceded to be inferior in speed to a large proportion of her competitors.

If the members of the New York Yacht Club desire years the 20th of June has been the day selected,

petitors.
If the members of the New York Yacht Club desire may enter the club offered for competition suitable prizes.

The allowance of time for schooners and first class sloops was based upon the length and breadth of yacht on the water line; the allowance of time for yacht on the water line; the allowance of time for second and third class sloops upon length only.

The METEOR, another of Pat McGiehan's build. The Meta arrived to have a pleasant, quiet picnic excursion, let them continue to muster and spread their sails in company on the 20th of June, but do not let them call their gathering a regatta. The Meta arrived to have a pleasant, quiet picnic excursion, let them themeters of the very lork actual degree to have a pleasant, quiet picnic excursion, let them themeters of the very lork actual degree to have a pleasant, quiet picnic excursion, let them themeters of the very lork actual degree to have a pleasant, quiet picnic excursion, let them themeters of the very lork actual degree to have a pleasant, quiet picnic excursion, let them themeters of the very lork actual degree to have a pleasant, quiet picnic excursion, let them continue to muster and spread their sails in company on the 20th of June, but very lork actual degree to have a pleasant, quiet picnic excursion, let them continue to muster and spread their sails in company on the 20th of June, but very lork actual degree to have a pleasant, quiet picnic excursion, let them continue to muster and spread their sails in company on the 20th of June, but very lork actual degree to have a pleasant, quiet picnic picn

the 20th of June the yachtsmen secure the best possible chance of a caim. New York is proud of her yacht fleet, and is keenly interested in whatever concerns its weltare. A drifting match is not, however, an interesting spectacle, and in time the public will grow thred of attending it. The yachtmen ought to select almost any day in May or September for their regatta. They would then have at least a fair chance of a good working breeze. The large seagoing keel boats would then enter the race, and the result would be a fair test of the speed of all classes of vessels engaged in the contest. The 20th of June has been thoroughly tried and in point of wind has been found wanting. Let us have no more drifting regattas on that day, or else let us call them by their right names, and no longer hold out the pretence that yachts can prove their sailing qualities in a dead caim.

YACHTING NOTE.

The following yachts passed Whitestone yester-

Yacht Viking, N.Y.Y.C., Mr. Sands, from New York for Newport.
Yacht Wanderer, N.Y.Y.C., Mr. L. P. Lorillard, from New York for Boston.
The vacht Fleetwing, N.Y.Y.C., Rear Commodore Osgood, is at anchor off Whitestone.

L'INTERNATIONALE.

Banquet and Soirce of International No. 35 Last Evening-The Social Views of the Society and a Lady's Toast.

The International Society No. 35 held what they called a banquet and soirée last evening, at No. 129 Spring street. The dental portion of the entertainment was not begun until nearly ten o'clock, although the hour fixed for the beginning of affairs was set down for eight o'clock.

Mr. Van Voorst, the President, presided. In

calling the dinner party to frugal order, he declared calling the dinner party to frugal order, he declared that the object of the International was not to drag down the rich to the level of the poor, but that the poor, in fact all classes, should be made equal sharers in all the enjoyments of life, which the rich now monopolized. This and nothing more.

Mr. Van Voorst's remarks, brief as they were, seemed to be to the point in the judgment of those present, and were halled with delight all round the festive board.

Mr. Osborne Ward, while the dishes with cherries were being passed around among the ladies gave

Mr. Osborne Ward, while the dishes with cherries were being passed around among the ladies, gave what was termed a slight insight into the strength of the International. His facts and figures were not new, and so they need not be recapituated. He closed by stating that the trades unions of this country were an outgrowth of the International; had, indeed, sprung from the seeds which the society had sown abroad. The "strikes" now going on in the city, he declared, gave evidence of the fruit brought forth by the International. They were founded on justice, and, if properly conducted, would be successful, despite the combined efforts of the various employers to crush the movement. Even though the members of the various trades were not all members of the International, they had the full sympathies of the society, and might one day, if hard pressed, obtain more than their sympathies.

society, and might one day, if hard pressed, obtain more than their sympathies.

Mme. Hulet, the wife of the host of the evening, was called upon for a toast. In responding she remarked that Internationalists should remember that the revolution of '48 was not merely a political revolution—it was a social revolution. That being so, she had great pleasure in drinking to "The Martyrs of '48." The toast was drunk with all the honors, as was that of Mr. Ward, "La Société Internationale, et la république universelle."

Several members then spoke briefly in French and German, after which the dinner came to a close.

NEW JERSEY. A Delegation Opposed to the Sage of

Chappaqua. LAMBERTVILLE, N. J., June 22, 1872. The delegates elected to the Democratic State Convention from all the wards of this city are strongly opposed to Greeley.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, June 22-1-30 P. M.— consols closed unchanged. American securities quiet and ascribed to some misfortune or some mismanagement on the part of the New York Yacht Club itself.

The truth is that the New York Yacht Club course, though admirable to sail small sloops over, such as those that did so well in the regatta of Thursday, is not a fair course for large sea-going yachts. It

TROTTING AT FLEETWOOD.

Castle Boy Wins After a Well-Contested

As expected, the trot announced to take place at Fleetwood Park yesterday between Pffer's chestnut mare Grace Bertram, Roden's bay gelding Castle Boy and Week's brown horse Daniel Boone for a purse and sweepstake of \$1,000, drew quite a large attendance. Previous to the start and up to the fifth heat Grace Bertram was the favorite. But the trot resulted in one of those sure things that will occasionally fall through. First Heat .- At the second attempt the word was

given to almost a dead even start, Grace Bertram

on the inside, Castle Boy second and Daniel Boone on the outside. In the turn the latter broke, and

while were trotting very steadily, so that Grace led a

length at the quarter in thirty-seven seconds, Cas-Boone. In the backstretch the latter trotted very fast, and closed up almost even with Castle Boy, when he again left his feet, castle Boy, when he again left his feet, losing a couple of lengths before he could be got down. Grace, still leading, was a length in front at the half, in 1:16; Castle Boy second and Daniel Boone third. At the foot of the hill Boone began to trot very fast. When they were half way up he had passed Castle Boy and was lapping Grace Bertram—so that, at the three-quarters Grace only led half a length. In the turn Boone took the lead, with Grace still on the inside and Castle Boy in the middle. The finish was very fine, all three lapping as they passed under the string, with Boone a half length in front of Grace Hertram, who was about the same distance in front of Castle Boy, Time, 2:35.

Second Heat.—Notwithstanding that Daniel Boone was the winner of the previous heat Grace Bertram sold freely as the choice over the other two. At the fifth attempt the word was given, with Castle Boy and Daniel Boone leading and Grace about a length behind them. In the turn Boone hit himself and broke badly, Castle Boy taking the lead, with Grace second. At the quarter, which was done in thirty-six seconds, Castle Boy led two lengths, with Grace about four lengths in front of Roone. Going along the backstretch Boone fell back to fully six lengths behind the Boy when he passed the half, which was made in 1:123, Coming up the half, which was made in 1:123, Coming up the half, which was made in 1:23, Coming up the half, which was made in 1:23, Coming up the half, which was made in 1:23, Coming up the half, which was made in 1:23, Coming up the half, which was made in 1:23, Coming up the half, which was laphing the heat by a length, in 2:30, Daniel Boone pulling up when within the distance and walking in.

Third Heat.—Grace was still the favorite over the field, selling for \$65, the field selling for \$35. At the second attempt the word was given to a very good start, Castle Boy winning the heat by a length, in 2:30, Daniel Boone last, and on a break. Going down the quarter stretch Grace closed upon Castle Boy, so that in the turn he losing a couple of lengths before he could be got down. Grace, still leading, was a length in

she remained, winning the heat by two lengths in front of Daniel Boone, who pulled up when inside the distance.

Fourth Heat.—The race was now looked upon as a dead sure thing for Grace Bertram, and few, if any, pools were sold on the result. At the first attempt the word was given, with Daniel Boone a half length in front of the other two. In the turn Castle Boy broke and fell back last, Grace Bertram going to the front, so that when half way down the stretch she was leading two lengths. At the quarter she led two lengths, in thirty-seven seconds, with Boone second and two lengths in front of Castle Boy. In the turn Castle Boy closed up the gap, and as they showed in the backstretch was a length in front of Boone; Bertram was still leading, and at the half was two lengths in front of the Boy. At the foot of the hill she came back a trific, so that all three were almost even. Grace, however, again went to the front, and at the three-quarters was leading by two lengths. A slight break, however, carried her back to Castle Boy, and for a second it looked as if Roden might have taken the lead. On coming into the straight Bertram again got a clear lead and trotted home the winner of the heat by a length, in 2:31½, Castle Boy second, a length in front of Daniel Boone. Much dissatisfaction was expressed by those present who had backed Castle Boy at Roden's driving, the judges being requested to put in another driver behind the Boy. This the judges did not see fit to do, as Roden had not, in their judgment, done any act requiring such action on their part.

Fitth Heat.—Again at the first attempt the word was given to a good start, with Boone a trifle in front; in the turn, however, he broke badly and fell back last, Grace Bertram going to the front and Castle Boy second. At the quarter Grace led two lengths, in thirty-seven seconds, with Castle Boy about the same distance in front of Daniel Boone. In the backstretch the Boy and Boone closed up on Bertram, who at the gate left her feet, but quickly settled, and at the h

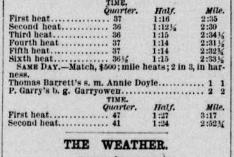
again broke badly, and before she could settle down Castle Boy and Daniel Boone were in front, of the mare, Roden taking the pole at the three-quarters, he led two lengths. In the turn Bertram again got to her work and at the drawgate passed Boone, but could not overtake Castle Boy, who jogged in an easy winner by two lengths, in 2:32½, Grace Bertram second and Daniel Boone third.

Sixth Heat.—Between the heats a few pools were sold with the field as the favorite against the mare. All three sweated out well and at the first attempt got off well together? Castle Boy taking the lead, with Daniel Boone second and Grace Bertram third. In the turn, however, Grace went up to second, making play for the lead. But as it was do or die with Roden, he elected to keep the Boy well to the front. At the quarter he led two lengths in thirty-six and a half seconds, at the half he was three lengths in front of Grace, who was lapped by Boone. Coming up the hill both Grace and Daniel closed up a trifle on the Boy. Swinging into the homestretch, the race became exciting between Bertram and Castle Boy; the latter, however, retained the lead, winning the heat and the race by a length in 2:33½, Bertram second and Boone third.

MATCH \$500—MILE AND REPEAT.

Between the first, second and third heats of the above race a match for \$250 aside was trotted between P. Garry's bay gelding Garryowen and Thomas Barrett's sorrel mare Annie Doyle, mile and repeat. On ringing up the horses Johnny Murphy appeared behind Annie Doyle. Both heats were exactly alike, Doyle taking the lead at the word, while Garryowen would break so badly that it was necessary to bring him almost to a dead standstill before he could be induced to trot. In the meantime Annie was jogging steadily along, winning both heats by almost a hundred yards, the first in 3:17 and the second in 2:52½. Appended is a summary of the two trots:—FLEETWOOD PARK, Saturday, June 22, 1872.—Purse and stake of \$1,000; mile heats; best three in five, in harness.

M. Roden's b. g. Castle Boy. ...



WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, D. C., June 22-7 P. M. Probabilities.

Falling barometer, light to fresh and probably brisk easterly to southerly winds and partially cloudy weather for Sunday north and west of the Ohio Valley; light to fresh winds, cloudy weather and areas of rain for the Gulf and South Atlantic States and possibly for the southern part of the Middle States; clear and partially cloudy weather and high to fresh winds for New England and the northern portion of the Middle States.

The Weather in This City Yesterday The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the tamometer at Hudnut's Pharmacy, Herald Building:—

	1871.	1872.			1871.	1872
3 A. M	68	72	4 P.	M	. 78	93
5 A. M	. 65	73	6 P.	M	. 77	91
A. M	71	81	9 P.	M	. 74	85
2 M	75	91	12 P.	M	. 73	76
verage tem	perati	ire yes	terday			. 823
verage ten	aperat	are fo	r corre	espondir	ng date	0
last year						. 725
verage ten	nperat	are for	corre	spondin	g weel	K
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verage tem	peratu	ire for	past w	reek		78 3-
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NAVAL ORDERS.

WASHINGTON, June 22, 1872. Commander M. Sicord is detached from ordnance duty at the New York Navy Yard and ordered as inspector of ordnance at the Washington Navy Yard. Lieutenant Seth M. Ackley is detached from the

THE JUBILEE.

A Day of General Disappointment in Gilmore's Babel.

THE FINANCIERS TREMBLING.

Reduction in the Chorus and Orchestra Contemplated.

THE SLIDING SCALE ADMISSION FEE.

Bostonian Generosity Reaching Only to the Free List.

THE ONLY SUPPORTS OF THE HUB-BUB

Strauss, Abt, Godfrey and the Foreign Bands.

The Performances and Attendance Yesterday.

COLISEUM, BOSTON, June 22, 1872. There are no evidences of decline either in the attendance or popular enthusiasm over Gilmore's Jubilee. The attendance to-day was about equal to the largest number present during any single day of the week, and the curious crowds lingering outside the Collseum and promenading the city were even larger. For Boston and Bostonians the day was a grand one-profitable, pleasant and all that sort of thing which combines to tickle the vanity of Yankees-but for all this it may be said that the glorious days of the Jubilee are at an end. All the efforts of the irrepressible Gilmore have failed to avert the inevitable catastrophe. It is now well known that from the first the hopes of the projecters were blasted, and, notwithstanding the great struggle made to keep the best side out, in expectation that a furore would be created, no sufficient response has been made by the public. The truth is that, with all its pretended admiration for music, Boston is actuated by a mer-cantile spirit, and wished to get the article as cheaply as possible. Hence the free list has been drawn upon to an enormous extent; indeed it is calculated that half the visitors were deadheads. With the prospect of a heavy loss before them, under the most favorable circumstances, the responsible directors have made up their minds to lessen the expenses by dismissing a large body of their best performers. The select chorus known as the "bouquet of artists" and made up of the New York operatic choruses, appeared to-day for the last time, as the condition of the finances will no longer permit their retention. It is rumored on good authority that the orchestra will also lose some two hundred and fifty members, and that reductions will be constantly made until the pensation that will be offered for these losses will be the further introduction of amateur singers. But, judging from the results obtained with the

present enormous chorus, this expedient will not, even in a polite way, counterbalance the loss of the A DAY OF DISAPPOINTMENT. To-day may be taken as a sample of the Jubilee at its best. It was, to say the least, disappointing. A chorus of 20,000 looks exceedingly grand on paper, and still more formidable as the members sit in the fiesh before the eyes. The appearance of that sea of waving fans and bright colored ribbons fluttering of waving fans and bright colored ribbons fluttering over the animated faces is certainly one of the most imposing sights that could be presented. Seen from the gallery the immense hall is a magnificent spectacle and well worth a visit from this point of interest alone; but when we come to examine the worth of all this appearance in connection with the principal aim in view we are obliged to pronounce it a magnificent failure. It is to be regretted that it is so, for the spirit of enterprise and dash, although associated with much buncombe, deserved a certain measure of success. In all that relates to the highest musical art it was wanting from the beginning; but that was because a spirit of sensationalism. all that relates to the highest musical art it was wanting from the beginning; but that was because a spirit of sensationalism, not untinged with a certain vulgarity, was allowed to induence its plan and workings. Still, had the proper material been at hand in sufficient quantity there is no doubt that a somewhat different result would have been produced. Something more is wanted than 20,000 as a chorus; it is necessary that the volume of sound shall in some measure represent our notion of the effect of this number of volces, and in this most important matter the Jubilee chorus fails. Only in the weightlest passages, when supported by the pealing organ, the booming guns and other sensationalisms, does the volume of sound at all approach the ideal of the effect which 20,000 singers ought according to our notions, to produce. So far the limited popularity of the concerts have been due to these sensational outbursts, and there is reason to fear that the committee are making a great mistake in weakening their force.

A FURTHER REDUCTION CONTEMPLATED.

great mistake in weakening their force.

This reduction in the number of the assistants will be accompanied, it is said, by a lowering of the rates of admission to \$2, and eventually to \$1. This will probably bring a large number of the working classes, who up to the present have been very thinly represented. Whatever effect this course may have financially there can be no question but that it will injure considerably the artistic merit of the performers. All the responsibility of supporting the interest in the musical show will then devolve upon Madame Leutner, Herr Strauss, Herr Abt and the foreign bands; these now, of course, compose the great pièce de résistance served up. Although none of them are altogether free from a little claptrap and staginess, there is yet sufficient real merit in almost any one of the artists or bands, under proper circumstances, to make a legitima te sensation, but the surroundings vitiate all this merit.

THE PROGRAMME TO-DAY presented very few novelties. It opened with the overture from Weber's "Der Freischutz," which was rendered with commendable spirit by the orchestra, conducted by Mr. Zerrain. This fairly opened the proceedings, and was followed by the new National Hymn, written by Mr. Eichberg, who conducted. This brought the chorus into action with scarcely satisfactory results; the same defect which marked the whole subsequent performance was at once noticeable—poverty in the volume of the voices. The piece was not, however, very exacting, and with the exception mentioned passed off evenly. Scarcely had the sounds died away when a small, wiry-looking little man, with long hair, advanced and assumed the baton in the distance he looked like a little black speeck, but full of vigor and action. This was the celebrated Herr Johann Strauss, about whom most people have heard. His manner of conducting is somewhat angular, and there is the suspicion of a constant striving after effect; but when the man is examined closely it will be discovered to be natural not affected, in him. U

how weak and wanting in impressiveness the chorus was, except in a few passages, yet the singing was well in time, and the unison far abor

exceptions. But all the subtle, delicate passages were ruthless sacrifices. This chorus of 20,000 is evidently fatal to flexibility and nice rendering of delicate shades of color, on which the charm of lighter themes depend.

ADAME PISCHEM LEUTNER

maintained the reputation she has acquired of possessing the most wonderful voice that has ever been heard in America. It is is no exaggeration to say that her vocalization is more perfect and brilliant than Carlotta Pattlis. Her voice is much sweeter, the notes are purer and possess a more silvery tone, and are produced with perfect ease. Nature and art have been combined to produce a produgy. Efforts are being made to engage her for a concert tour, but the greatness of the Jubilee has given the lady such an immense idea of the generosity of the American public that it is said she looks for very extravagant terms. The same is the case with Strauss, who is under the impression that his services are worth \$2,000 a night; but the managers are afraid to venture at that figure; so that if we are to have Herr Strauss in New York some compromise must be made. A quick march, dedicated to Mr. William Imman, or account of his services rendered in the cause of the Jubilee, and composed by Anna Warren, needs no special comment further than that it closed the first part of the programme.

THE SECOND PART

**Opened with a selection from "Tamhauser." played by the Prussian band. These excellent musicians received a cordial reception from the general public, and caused an explosion of enthusiasm on the part of some patriotic Germans scattered through the audience. This band lost some of the laurels it gained on its first appearance when the French band appeared on the ground and carried everything before it. They were on their metal; but though they played with great correctness and ensemble, they failed to reconquer their hold on public opinion. In answer to a warm encore a corner solo with variations was played by Herr Hock, of the band. As a piece of execution it was del

THE JERSEY MUNICIPAL CONVICTS

Sentence on the Jersey City Police Commissioners-One Hundred Dollars Fine-The Defendants Continue in Office-The Paterson Freeholders.

The Police Commissioners and Chief of Police of Jersey City were called up for sentence yesterday afternoon on the conviction of the late term of court. All were present except the President, Mr. Pritchard. Judge Bedle, accompanied by Judges Randolph, Bohnstedt and Sturges, occu pied the bench.

Judge Bedle, after the opening of the court, said:—In the case of the State against McWilliams, Pritchard, Edmonson and others the Court have concluded to decline to refer the case to the Supreme Court, and leave the defendants to their writ of error if they choose to take it. Has counsel anything to say in regard to sentence?

Mr. Dixon—Nothing, sir.
Judge Bedle—The defendants may stand up. It is not the practice of the Court to pass sentence in is not the practice of the Court to pass sentence in the absence of a defendant. Mr. Pritchard will be here this afternoon at a later hour, but the Court cannot wait for him. The Court are entirely satisfied from the voucher which was put into my hands the evening before last that the account of the Captains and the Chief of Police for the current year is now square, including the money which the defendant advanced. The Court are very glad that the case is in that shape. The Court do not mean to inflict a degrading punishment, for they think that the ends of justice will be answered by not doing so. Had you obtained this money for the purpose of private gain nothing would have saved you from the State Prison, because the Court mean that, so far as they in the exercise of their duty can prevent it, that office shall not be prostituted for private gain. The Court are satisfied that the money in this case did not go into your pockets. It was paid for political interests.

in the exercise of their duty can prevent it, that office shall not be prostituted for private gain. The Cont are satisfied that the money in this case did not go into your peckets. It was paid for political purposes. It is a gross outrage on the community that money should be paid out for political purposes. In this manner The effect of the sentence disqualifies from being a witness and exercising the elective franchise. Whether it extends beyond that the Court express no opinion at this time. The effect is the same whether the Court imposes a fine of \$1 or \$500. The matter of fine is not so very important. The Court have concluded to make no discrimination between you. The sentence of the Court is that you (including Pritchard) pay a fine of \$100 each and costs are paid.

The trial of the Chief of Police in connection with the Noyes bond robbery case resulted in a verdict of acquittal.

It will be seen from the terms of the sentence that the Commissioners can continue in office till the question be brought before the Chancellor by a writ of quo warranto.

The case of Zebulon Sutton, ex-Chosen Freeholder of Passaic county, N. J., which has been on trial during the whole of the past week, was concluded on Friday night and given to the jury. On account of the hot weather, and the fact that Dr. Nightingale and David Berry, two of the jurors, aggregated some six hundred pounds, the jury was locked in the court room instead of being locked up in the small jury room. After remaining out all night and yesterday until noon, Judge Barkalow had to discharge them, as they could come to no agreement. In fact the foreman told the Court that there would be no possibility of an agreement were they kept there for ten years. It is understood that ten were for conviction and two for acquittal. The discharge of the jury accordingly ends the excitement for the time being, and it ended about as everybody expected, it being the evident intention to make a scapegoat of Sutton, when there were many others of influential standing and

THE FARRAGUT OR PAUL JONES OF THE FUTURE.

The examination of pupils of the public and other schools of the Fifth Congressional district, candidates for the vacant cadetship in the Naval Academy at Annapolis, will take place on next Thursday morning, at ten o'clock, in the hall of the Board of Education, corner of Grand and Elm streets, and will be conducted by Superintendent Kiddle. The boys must bear in mind that the examination will be in regard to both their scholastic attainments and physical condition. The Fifth district, according to the new apportionment, embraces nine of the lower wards of the city, the First to the Eighth inclusive, and the Fourteenth. Colonel William R. Roberts, the present Congressional representative by whom the appointment will be made after the result of the contest is made known; Judge Edward J. Shandley, Marshal Tooker and other well known citizens concluded the preliminary arrangements yesterday, in accordance with which the examination is to be made in public, participated in by pupils of the private as well as public schools, and the result to be determined by a committee formed by the selection of one citizen from each ward comprising the district. The brief announcement made in yesterday's Herald of this excellent opportunity for scuring a complete mailtail education, and of becoming either the Farragut or Paul Jones of their country, has created the greatest excitement among the boys of a section of the city notably the first in point of commercial interest. candidates for the vacant cadetship in the Naval

A CARD FROM THE GREEK CONSUL.

New York, June 22, 1872. TO THE EDITOR OF THE HERALD :-Three weeks ago you had the courtesy to publish

my card denying the absurd story of the deportation of criminals from Greece to the United States. Having reported at the time all the facts to the government in Athens, I have just received from the Minister of Foreign Affairs the following tele-

gram:—
ATHENS, Greece, June 21, 1872.
To Botassi, Consul Greece, New York:—
Report No. 168 received. The news of sending criminals to the United States is an odious and absurd falsehood.
BULGARIS, Minister of Foreign Affairs. BULGARIS, Minister of Foreign Amais towards their readers, those papers which have published the story of the shipment of criminals to this country will reproduce this official denial, which I am happy to-day to lay before the American public. Your most obedient servant,

D. N. BOTASSI. Greek Consul.